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The oceanographical and meteorological work of the Meteorological Institute of the Netherlands is well known. The observations made on board of Dutch ships during seventy years past have already furnished the basis for the preparation of valuable charts and discussions. One of the most complete of these publications deals with the Guinea Current and bears the date 1904. Other publications, for the most part covering the period of sailing vessels, have today less general interest. With the passing of the years the number of observations has decidedly increased, and, in consequence, it has become possible to determine, with greater and greater accuracy, the values of the various meteorological and oceanographical elements for the latitudes included between 50° N. and 50° S. The conditions over the Indian Ocean having already been discussed (*Publ. No. 104*), the next step was a similar discussion for the two Atlantic Oceans. The *Atlas* now before us is the first section, covering the months December to February, and is to be followed by sections dealing with the remaining months.

The observations dealt with were made mostly on Dutch vessels during the period 1870-1914, but data on winds and currents collected by the British Meteorological Office and the Deutsche Seewarte were also included for portions of the oceans where the observations made on Dutch vessels were few in number. The total number of observations employed was 1,562,463, covering currents, winds, pressure, air and surface water temperatures, and cloudiness. The reverse of several of the charts contains a discussion (in Dutch) of several matters which are of special concern to navigators, compiled by P. H. Gallé, assistant director, who, with Dr. J. P. van der Stok, had oversight over the preparation of the *Atlas*.

There are twenty-four charts in all. For each of the three months (December-February) we have the ocean currents; winds; isobars; isotherms for air and surface temperatures; sailing routes, storm tracks, fog and ice limits, and limits of the great wind belts. The frequency of directions of winds and currents is shown by "roses," the lengths of the different arrows indicating the percentages of frequency, while velocities, in nautical miles per hour for currents and on the Beaufort scale for winds, are shown by the number of barbs. The generalized currents and winds are shown on special maps by means of simplified arrows indicating the prevailing directions and velocities. Those who, for purposes of general information, desire only the larger facts will be especially interested in the three charts at the end of the *Atlas*, which show the sailing routes, ice and fog limits, storm paths, and the general boundaries of the wind belts.

R. DEC. WARD

#### INDUSTRIAL SUBURBS

G. R. TAYLOR. **Satellite Cities: A Study of Industrial Suburbs.** xviii and 333 pp.; maps, ills., index. (National Municipal League Series.) D. Appleton & Co., New York and London, 1915. \$2.00. 7½ x 5 inches.

The author in his title has reference to the subsidiary centers of industry which have sprung up in recent years in the suburbs of our great cities. The book is one of the National Municipal League Series and is a critical investigation of the opportunities which the "made-to-order" cities possess and of the idealism which the science of town planning is trying to express. In its detail, it is a study of various types of satellite cities, Pullman, Norwood, and Oakley near Cincinnati, St. Louis' East Side, Gary, and Fairfield near Birmingham, Ala. The conclusion is reached that the factory gains by a transfer of its plant from a civic center to a suburban site; and this can be the more readily believed because in most of the manufacturing centers of the United States this movement has taken place and is gaining in force. The city is also the gainer in the relief from congestion.

The point of the book, however, is whether or not the people involved in the transfer are bettered or are exploited as industrial conveniences. Many cases of civic shortcomings on the part of the industrial leaders and the city authorities are instanced, and they lead one definitely to the conclusion that many of these satellite cities consider the problem of the laborer a secondary matter. In some cases the workman has found better living conditions; in more cases he is forced to commute or become the prey of building speculators. The problem of city planning is not solved—no attempt is made to point to a solution—but the book does in its clear presentation of the facts show the way definitely towards constructive progress.

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